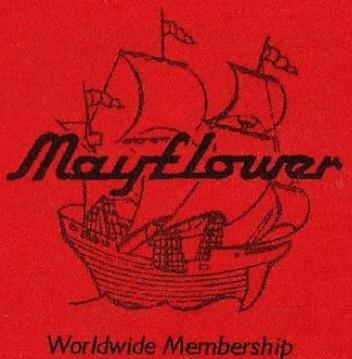
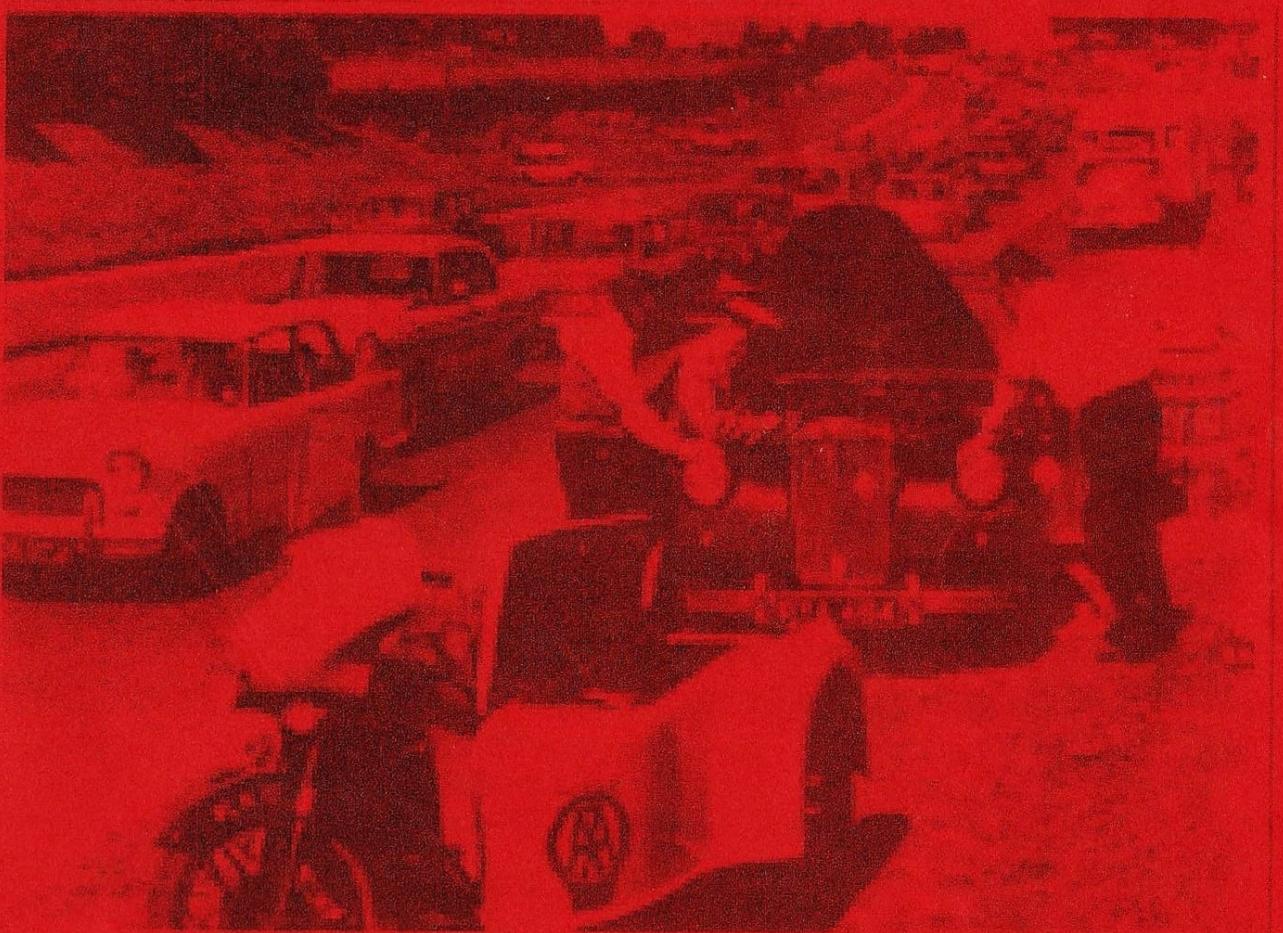


Triumph Mayflower Club



WINTER ISSUE 2002 No. 106



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

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No. 2	Forbes Alexander
No. 3	David Miller
No. 4	Paul Norton

*When writing to a committee member and you require a reply, please enclose a
Stamped Addressed Envelope*

*Please note that all the above committee members fulfil their positions in their spare time and not
as a full-time occupation, so when contacting them other than by letter, please ensure that
you choose a reasonable time of day*

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Cover: A breakdown scene from the 1950s

The information contained within Flower Power is the view of the writers and not necessarily those of the editor or the Mayflower Owners Club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.



Mayflower belonging to Pieter Elias from Hoofddorp in The Netherlands

Editorial

One down — how many to go?

WELL MY first attempt at producing *Flower Power* as part-time editor didn't seem to go too badly. What did you think?

The year's seem to go quicker and quicker, I'm sure I have only been out in my car a couple of times and now its almost Christmas and another year!

All appears well on the spares side with our trial production of choke and starter knobs. Although these are not the correct shade of white they can be painted to look quite authentic.

I have been Spares Secretary for nearly 20 years (am I mad) and during that time I have processed a

Web-sites

Club Site

[www.
triumphmayflowerclub.com](http://www.triumphmayflowerclub.com)

Club Historian Site

[www.users.globalnet.co.uk/
~nicouls/mayweb2.htm](http://www.users.globalnet.co.uk/~nicouls/mayweb2.htm)

total of nearly 1,600 orders. Most of these are sent by post but occasionally I get to see "a face" when members pick up their parts.

Some unusual deliveries have been undertaken, one to Heathrow airport to a member passing through on a flight from Cyprus to Germany and another to St Petersburg airport (when on holiday) to a member who flew up from Miami in his own plane.

If you have a problem contacting me (because I tend to disappear to foreign parts quite frequently!) try Howard Pryor who may be able to help you with your enquiry although I can always be contacted by e-mail.

Space needed

One problem we have is a lack of storage space for scrapped vehicles. Committee members are contacted on numerous occasions by concerned motorists who have heard, or seen, a car that is available free to the club if they could "come and take it away".

Is there a member out there who has a nice barn or outbuildings that they would like to fill up with a selection of poorly Mayflowers!!

Copy dates

The last copy dates for the next three issues of *Flower Power* are: 3rd March 2003 — Issue 107; 29th June 2003 — Issue 108; 12th September 2003 — Issue 109. Copy can be sent by post or e-mail prior to these dates.

Chairman's report

by Peter Benfield

THIS IS the time of the year with very little activity — the long winter evenings, however, do provide a suitable backdrop in which to reflect on happenings during the last of the summer months.

There seems to have been a resurgence in Mayflower interest, particularly in the north of England where they have made appearances at Newby Hall, Ripon (twice on the racecourse in this

attractive city) and also at a White Rose gathering in mid October at Bolton Abbey, Skipton.

Once again it was a pleasure to meet up with John Burgess at Selkirk in the Borders and Alan and Maureen Kormes at Bolton Abbey.

Their Mayflower, ASY 787, last made an appearance at Kimbolton Castle in 1998. Although a non-standard two-tone blue metallic and with wire wheels, the quality of the paintwork, chrome and interior certainly makes an attractive variation and always provokes much admiration.

Committee members over the year have had many telephone

FOR SALE 1953 TRIUMPH MAYFLOWER

Restored over the last 4 years

Engine, gearbox, back axle rebuilt

All the chrome parts have been rechromed

All rubbers replaced

Resprayed in grey with red interior

All brake parts, pipes and steering joints and bushes replaced

New tyres all round

Comes with a shedfull of spares, too many to list

Selling through ill health. £1500

John Kent on 0117-979-8791

conversations with members, particularly from distant parts and it is always a pleasure to meet up and chat with these callers.

Sandy Dewar from Ross-shire is one such person with whom I have had many lengthy conversations and it was a delight to meet him and Maggie when on holiday in Scotland in October.

His Mayflower restoration had been completed successfully after having the usual problems of overheating, timing, etc, of which we are all too familiar with.

Unfortunately for the club Sandy has been tempted by a 1958 Austin A35 with under 15,000 miles on the clock and with regret

WANTED

Contributions for Flower Power No. 107

**PLEASE KEEP THE
LETTERS AND
E-MAILS COMING IN**

Anything about
Mayflowers,
Rallies, Autojumbles, etc

Send to:
Acting Editor, John Gogay
by post or E-mail

For Sale

1952

TRIUMPH MAYFLOWER

in Maroon

Registration XSY 832

Grey leather interior All shiny bits rechromed, stainless steel exhaust, brakes, carpets, all window rubbers renewed last 4 years. Fitted with 1200cc Herald engine & gearbox fitted 3 years ago, very nice reliable runner. Hardly used since last September. MoT expired last December. Must be sold hence new price of £1200

**Dave Miller (833)
Belper, Derbyshire, UK
Tel: 01773 821996
eves/wkends**

he has passed on his Mayflower to an enthusiast also living in the far north. He will no doubt derive much pleasure from Sandy's labours.

I was interested in Malcolm Barnsley's letter headed "Clutch judder" in the autumn edition of Flower Power concerning the breakdown of the gearbox mounting rubber. From my own

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Everything you need to rebuild
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£45.00 per side

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experience I detected a similar breakdown when checking the gearbox oil level.

The dipstick was so far to the nearside I was unable to remove it. Centrifugal force of the engine had shifted the drive to the left because of the deterioration of the mounting. So a gearbox oil check can prove useful!

The "planning meeting" in late November provided much useful discussion to ensure the success of next year's rally at Kimbolton Castle.

This will be a milestone in the history of the Triumph Mayflower Club in that all Mayflowers will now be 50 years old and I hope many members will try to attend this superb venue with celebrations starting on the Saturday evening at a nearby hotel.

Howard Pryor has put in much effort to ensure a wonderful weekend for us all and any first attenders can be assured of a great welcome.

A very useful discussion followed concerning the future of the club. On several occasions over the last four or five years I have stated that we are on the crest of a wave, certainly as regards numbers of cars attending our annual rally.

We have achieved this through the hard work of the committee who have also provided the continuity of office, a factor which I feel has been the keynote of our success.

We can of course continue as at present with members coming to accept the committee will do

**STEERING IDLER
ASSEMBLY**



**Reconditioned
assemblies now
available**

*Details from the
Spares Secretary*

everything — a dangerous route which could eventually lead to stalemate for want of lack of input of fresh ideas.

Membership participation in the form of letters with ideas, constructive or otherwise, would at least help the present officials to plan the club's future.

Even more appreciated would be the presence at the AGM where these possible fresh ideas could be aired and discussed.

For instance as a beginning *your yes, your Mayflower* is 50 years old — why not write a short piece on why and how you acquired your vehicle. In doing so you will make the Editor's job that little bit easier and your views could possibly help to safeguard the future of the club.

We need to balance continuity with change — this can only be done with your help. Can I leave you with the following thoughts?

Once upon a time there were four people, everybody, somebody, nobody and anybody. When there was a job to be done, everybody was sure somebody would do it. Anybody could have done it, but nobody did.

When nobody did it, everybody got angry because it was anybody's job. Everybody thought somebody would do it, but nobody realised it would not be done by anybody, so everybody blamed somebody because nobody had done what anybody could have done.

Have a Happy Christmas!

1953 Mayflower

Black (was laurel green)

MOT failure 15 years ago since stored in a car port
Restoration project or for spares
Spare engine block, gearbox, back axle
Near side door complete and other misc parts

Offers considered

Space urgently needed

Contact:

butcher579@aol.com

Mr R.M Butcher (01202) 418417 Bournemouth

Fitting a Herald 13/60 engine in a Mayflower

by Norman Ward

I CHOOSE the Herald 13/60 engine, which requires more work to fit than the 1200/1250 range but the latter would not provide sufficient power so fuel consumption would surely suffer.

It is possible to fit the 1500 cc engine but it is rather a harsh unit and crankshafts can be troublesome. So as the 13/60 seemed the obvious choice I duly purchased one from my local breakers yard for £35, which when thoroughly checked proved to be okay.

I then proceeded as follows: remove the Mayflower engine and gearbox, separate and remove the clutch, flywheel, front and rear engine plates. Remove the clutch, flywheel and rear engine plate on the 13/60.

Position rear engine plate of Mayflower on the 13/60 plate, making certain that it remains central for crankshaft line and drill holes for mounting to 13/60 block using old plate as template.

Cut original front engine mounts off 13/60 front plate, measure position exactly from Mayflower front plate before

cutting off mounts so as to correctly weld or bolt these on the 13/60 front plate.

The starting handle dog, when removed from the Mayflower front pulley, will fit the 13/60 engine but needs to be turned down on a lathe sufficient to clear crossmember. A $\frac{1}{2}$ inch spacer will then need to be made which will fit rear end of crankshaft, which must be dowelled to crankshaft and flywheel, the flywheel being a Mk I Triumph 2000 type, which needs to be drilled and tapped to accommodate the Mayflower's seven inch clutch.

Flywheel

Also the holes for mounting the flywheel will need reducing in diameter (I did this by making collars which were a tight fit) and using longer bolts (because of the spacer) for mounting.

The 13/60 flywheel cannot be used because of the starter motor alignment and clutch measurements.

Next a longer bronze bush for the spigot bearing is required,

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The Acting Editor
John Gogay

unfortunately I cannot remember the length but a measurement can be made from the gearbox bellhousing and rear engine plate without difficulty.

Next remove and discard the clutch release plate from the clutch cover and assemble cover and clutch plate to the flywheel.

Fit a Mk I Triumph 2000 release bearing and carrier into the bellhousing. (If carrier snout protrudes forward of first motion shaft splines, it may be necessary to remove and cut off $\frac{3}{4}$ " and refit.)

Gearbox

The gearbox can now be mounted to engine (2 or 3 bolts near the top cannot be fitted due to the holes that do not correspond and these can be ignored).

The next step is to obtain a Mk I Triumph 2000 front exhaust pipe, the 13/60 manifold is then cut off just above the front pipe flange, angled and rewelded to take the 2000 front pipe, this is essential to bypass the starter motor.

Next remove and discard the original exhaust system, remove petrol pipe clips from underside of the car and reposition pipe to nearside and clip firmly. Remove the starter switch and spotwelded bracket and mount inline near heater box.

Extend dynamo and low tension cables etc to lefthand side of car. The water heated manifold pipes will have to be repositioned to

clear gearchange and steering tie rods.

The engine and gearbox can now be installed. Connect up all fittings and mount ignition coil on nearside inner wing, make up remainder of exhaust system with a suitable silencer and tailpipe, which should now be mounted along offside of the car.

A suitable adaptor for temperature gauge capillary tubing should be fitted and also a longer choke cable. Convert throttle fittings to carburettor as necessary.

The air filter I found difficult, as there is insufficient room for fitting. I overcame this problem by making a welded slim box for extending to a suitable position.

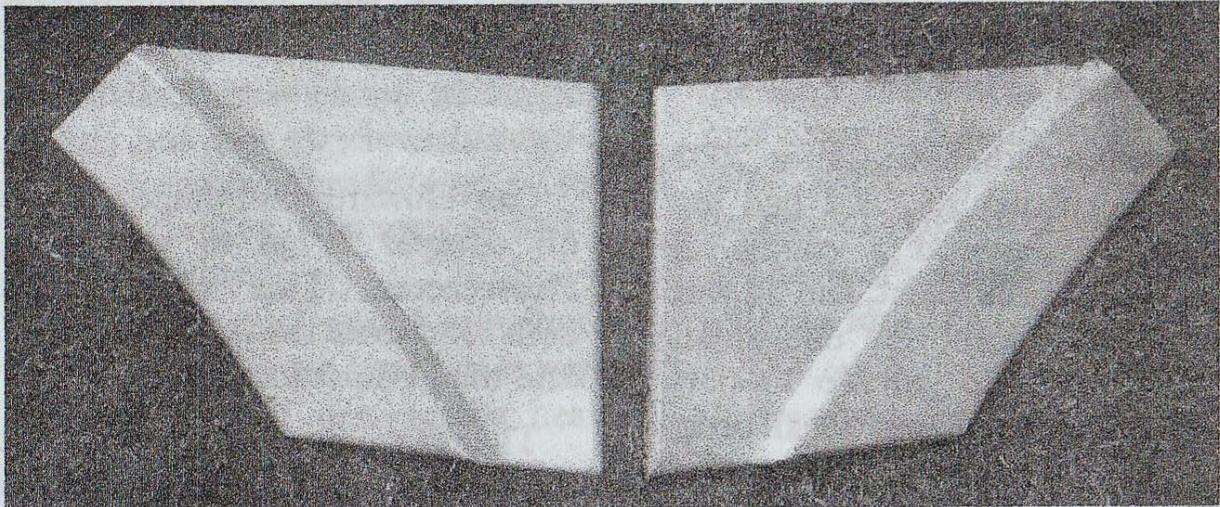
The radiator needs to be lowered as far as possible for a safe clearance between the bottom hose and the fan blades, the hoses being cut down from a suitable equivalent. There are probably a few more small details that I may have forgotten but none that should prove any difficulties.

80 mph

Mine on test did just reach 80 mph on a motorway but driven at a steady 40-50 mph on open roads produced 39 mpg.

A well worthwhile conversion with no more blown head gaskets or fear of climbing hills holding up traffic and your Mayflower will be transformed to a miniature Renown!

Bottom Front Wing Patches



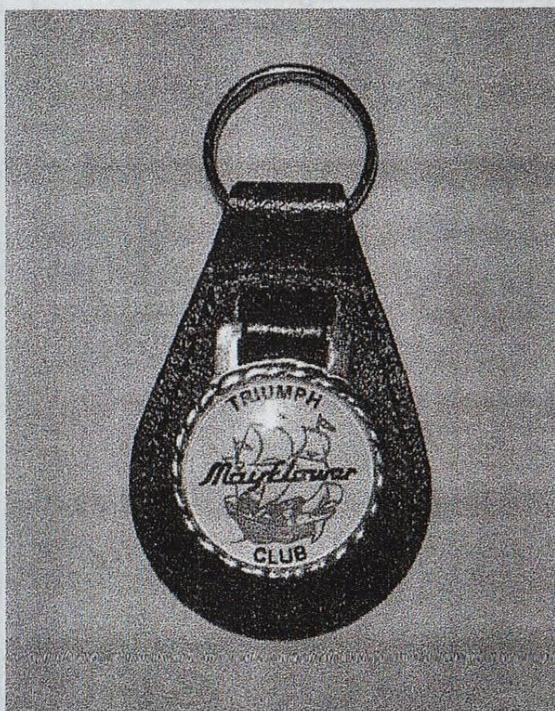
For prices and availability contact the Spares Secretary

**A detailed Rally Report
will appear in the next issue of
*Flower Power***

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MAYFLOWER
CLUB
KEY FOB**

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the Spares Secretary**

**Price £3.50
+ post/packing**



*Letters
... and E-mails*

Mo's journey

Dear Ed,

I attended the Mayflower 2002 show in trepidation, as I had my Mayflower serviced a couple of weeks before the event, and all was going well except for one small problem, I could get Mo to start and drive off, the only small snag was trying to stop her again. She seemed to have a desire to carry on and on, she hates red traffic lights, I have to throw an old boat anchor out if I want to an emergency stop, and then pray desperately.

Well as you see I eventually made it, albeit a little late, that was because we started at around 8.30 am, arrived at 11.15 from deepest, darkest south London thinking that would be enough time.

Driving through the centre of London is another experience. I had forgotten one important aspect of Mayflower life though, I had three passengers as well as myself, and even though I have lost a load of unwanted weight, due to slim fast, the weight Mo was pulling, was just too much for her.

Although I reached 65 mph on the M40 motorway, much to the consternation of my passengers and the engine of the car.

Ok! I admit I was going down hill at the time, but Mo performed admirably at around 50 mph.

Well done to Howard and the rest of the committee, who found the venue for the event, I must admit my wife and our friends were all day in the shops, and spending my hard earned money, Uuhhh!

Can Howard find somewhere a bit cheaper to go to next year, Pleaseeeeeee. Tina and Norma both send their thanks, quite why I said that, I don't know.

Thanks to all the advice I got at the event regarding our car, and for the kind people who let us look at their cars, I still have a long way to go before I reach the exulted state of some of the shiny cars that were there, I promise to start work on her next year, okay!

For those of you who could not come, we do understand, maybe next year, when we are all parked in an empty field miles from anywhere, more of you will come.

Howard please take note. Pleaseeeeeee don't print my photo.

*Dave Stafford (822)
South Norwood, London*

New headlining

Dear Steve,

Being a new, old kid on the block and only acquiring my Mayflower last August I look forward to the *Flower Power* issue and reading of other member's problems and experiences.

I worked as a motor mechanic during the 50s on cars like the Mayflower in those days at 16 years I new it all, now at 62 I've forgotten it all!

In issue 102 I read of sagging seats, but my Mayflower suffered from a sagging headlining, seized brakes, broken rear springs and a seized engine.

Just thought I would contribute to *Flower Power* on how I overcame the problem of the sagging headlining.

The headlining that was sagging was the one that has the interior light in it but the lining that tucks behind it was the main culprit.

This one is a complex one that surrounds the rear window as well as behind the sagging headlining.

On removing the lining I was disappointed to see there is nothing but a hollow space behind

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REAR
BUMPERS**

Please reply to:

Brian Chambers (935)
41 Sunningdale Park North
Belfast BT14 6RZ
Tel: 02890 715872

the lining which was going to make it impossible to fix and hold the headlining up in position.

The best way I found to overcome the problem was to lay the large headlining on top of the roof dampen it with water and lay some weights on top to bring it back to its original shape.

The roof's natural shape works well as a former.

The other lining that surrounds the rear window was also sagging so needed to be pulled back into position. To do this I needed to cut a 'V' shape in the headlining to allow it to go back.

To overcome the problem of having nothing to fasten the lining to I purchased from B & Q a sheet of 4ft by 6mm MDF Bendy Board.

This board has grooves cut in it which allows it to be formed into the shape of the roof.

To do this I cut two strips 3ins by 48ins of MDF, covered one surface with PVA wood glue and layered one on top of the other and slid them into position between the lining and the roof.

When the glue was dry the laminated MDF held itself in position and the headlining was then fixed in position using screws.

The large headlining having dried flat just twanged back into position.

*Yours sincerely Eddie Copson
Richmond, Birmingham Road
Bacons End, Birmingham B37 6RB
e-mail ed.copson@blueyonder*

Dream car

Hi Stephen,

I don't know much about e-mails so I've decided to retype the letter than try to be clever.

In 1959 I was looking for a van (much cheaper than a car because of tax) in the region of £50 to £60 cash, when I saw a Mayflower priced at £300.

This was way out of my reach, it was only a dream car! The salesman could see that I was smitten and offered to take my £60 as a deposit.

I refused then but thinking it over I saw the boss at work about working the nightshift for three years while I paid the installments for it.

He agreed, so the following day I returned and bought this beautiful motor. I think I must have been in love.

I worked the nightshift for the next 29 years, so you could say that buying the Mayflower was a life changing decision!

My pal Dave was so attracted to the car that he went out and bought one. For years we went on holiday together with our families from Birmingham to Carbis Bay by St Ives Cornwall (about 300 miles).

Because it was pre-motorway times we used to travel overnight and after seven hours travelling we used to breakfast in a two-story restaurant overlooking St Ives Bay. Great times!

Dave's car was black and mine was grey. One local told us: "We know it's summer when we see the Mayflowers buzzing around the town in tandem."

Whenever we parked up side by side, the Mayflowers always attracted a lot of attention!

My car had 30,000 on the clock but when I started having doubts and the oil pressure was dropping when the engine was hot I took it to the service centre at the Triumph Works near Coventry.

They checked the car over and pronounced that it was fine but added the rider that if the clock was right it must be the second time around.

There was no redress for re-clocking in those days, anyway I wouldn't have given up my beautiful Mayflower for anything.

Cylinder head

You mention on your website the difficulties removing the cylinder head. When I did this it took me a week to get the head off.

I broke two small jacks, tried soaking around the studs with penetrating oil for a couple of days, nothing seemed to work and local garages were no help.

They talked of having the car suspended in chains for days, one even said that he had to strip the bottom end and knock the head off with baulks of timber.

Finally in desperation I levelled off the pistons, filled the bores with

FLOWER POWER

penetrating oil, replaced the plugs and had a tow letting in the clutch.

Amazingly this worked without wrecking the engine. I discovered later that there was a tubular saw available to remove the 'welding' from around the studs. You then left this overnight with penetrating oil around the studs then the head can be removed by replacing the plugs and using the starting handle to pop the head up.

Dave and his family emigrated to Canada over 25 years ago and it is only recently that we found each other on the internet, he sent me your website address and he must think of his old car quite a lot as he uses Mayflower as his web name.

I have now retired to Newquay, Cornwall because we were so taken with the county while holidaying.

I can't find a photograph of my car but I'm sure Dave will have one as he was very keen on photography. Nice to visit your site.

Thank you. Roy Grove

Good morning!

Dear Sir,

I want to find a good home for a Triumph Mayflower, registration number TPB 573, first registered in June 1953, that my late father bought in 1984, to stop it being scrapped.

It is complete. It has a 1247 cc petrol engine, grey paint, is in good

original condition and has been stored in a barn in Hampshire since 1984, but obviously it is currently a non runner.

Do you have any suggestions who may be interested? How I could sell it and what it may be worth.

*Thank you for your help
Regards Harry
hairy_ellis@hotmail.com*

Factory closure

Dear Ed,

It has been announced by AGCO Corporation that all manufacturing is to cease at the Massey Ferguson tractor plant at Banner Lane, Coventry, to be relocated to France and Brazil, on account of the strength of sterling making manufacturing in the UK uneconomical.

Only the offices will continue and there will be some 900 redundancies.

Banner Lane was of course a wartime shadow factory erected by the Standard Motor Company Ltd. and most research and development on their early postwar models including the Vanguard and TR2 was carried out there.

Sir John Black had his office there and was seriously injured at the gates of the plant when his Doretti, chauffeured by Ken Richardson, collided with a Vanguard pick-up.

I believe that the plant is the last Standard or Triumph plant still producing vehicles and its closure will be a sad event. The date of closure was announced by Reuters as June 2003 but an internal source has indicated that December 2002 is the date.

*Regards, Peter Lockley, Chairman,
Standard Motor Club*

Cornwall rescue

Dear John

Please find enclosed some photos of my Triumph Mayflower that I rescued from Woodbury breakers yard in Devon.

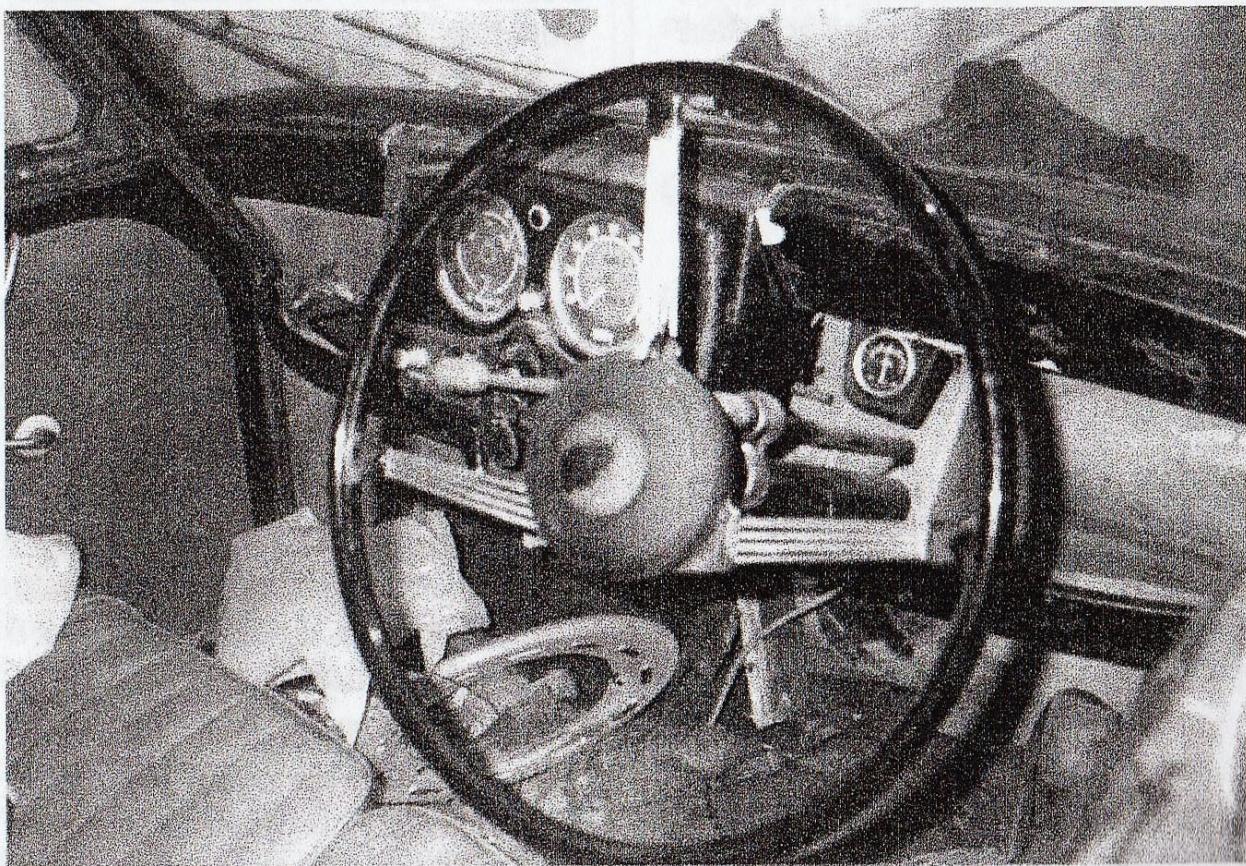
The bodywork looked good but the engine was seized solid. The brakes were seized and the tyres were rotten.

Apart from that she wasn't too bad for £150 (including the use of a recovery truck to get her home).

Whoever scrapped the car removed the number plates and chassis plates, so she has no ID or V5.

Once I got her home I removed the engine, replaced all the braking system with all new Morris Minor parts.

On closer inspection I had to do some major welding: replace one front chassis leg; replace offside



Mike Evans' Mayflower interior after the fablon was removed

inner and outer sills and outriggers.

Both rear chassis legs and rear cross member needed repairs and the fuel tank needed patching.

Before welding the petrol tank I filled the tank with Argoshield MIG gas which is non-inflammable.

Shelf

I had to also replace the battery shelf as you could look into the interior of the car through the nine inch square hole!

I have replaced the tyres with 155 x 15 radials and I have bought a 1200 Herald engine to fill the engine bay.

I have since bought another Mayflower with a good engine for spares. This one is really rotten, even the rear roof pillars have rotted through. The car had been registered and is on a 1964 'B' plate.

Back to the restoration project, it is a 1952 car in black. The dashboard had been covered in red fablon (nice I think not). She also had long mudflaps with Mayflower written in white joined up lettering.

If anyone recognises this car I would be interested to hear its history. I believe she came to the scrapyard from the Newquay area of Cornwall and had been dry-stored for quite some time as the wiper motor and the horns were also seized and the control knobs have disintergrated.

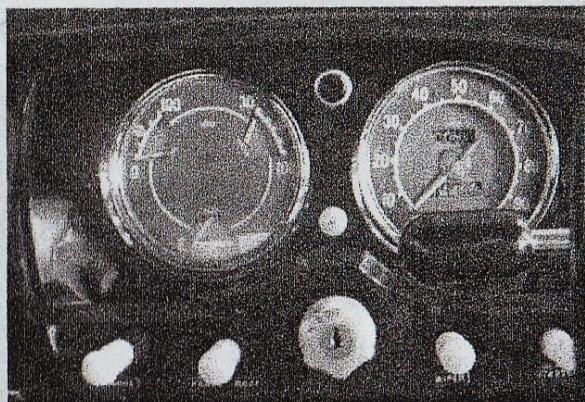
Sincerely, Mike Evans

Where are you?

Dear Sir,

I have specific information on the origins of a Triumph Mayflower — original registration

REPLACEMENT FACIA KNOBS



Knobs for the Wiper Switch and the Panel Light Switch, £10 each

Manufactured knobs (need slight amount of finishing to fit) for Starter and Choke, £9 each

Ignition Switch Knob, black, £8

Available from the Spares Secretary (unless otherwise stated, all plus postage)

WMX 580. If the car still exists and belongs to a club member please ask them to get in touch if interested.

Garth Blore
gblore@onetel.net.uk

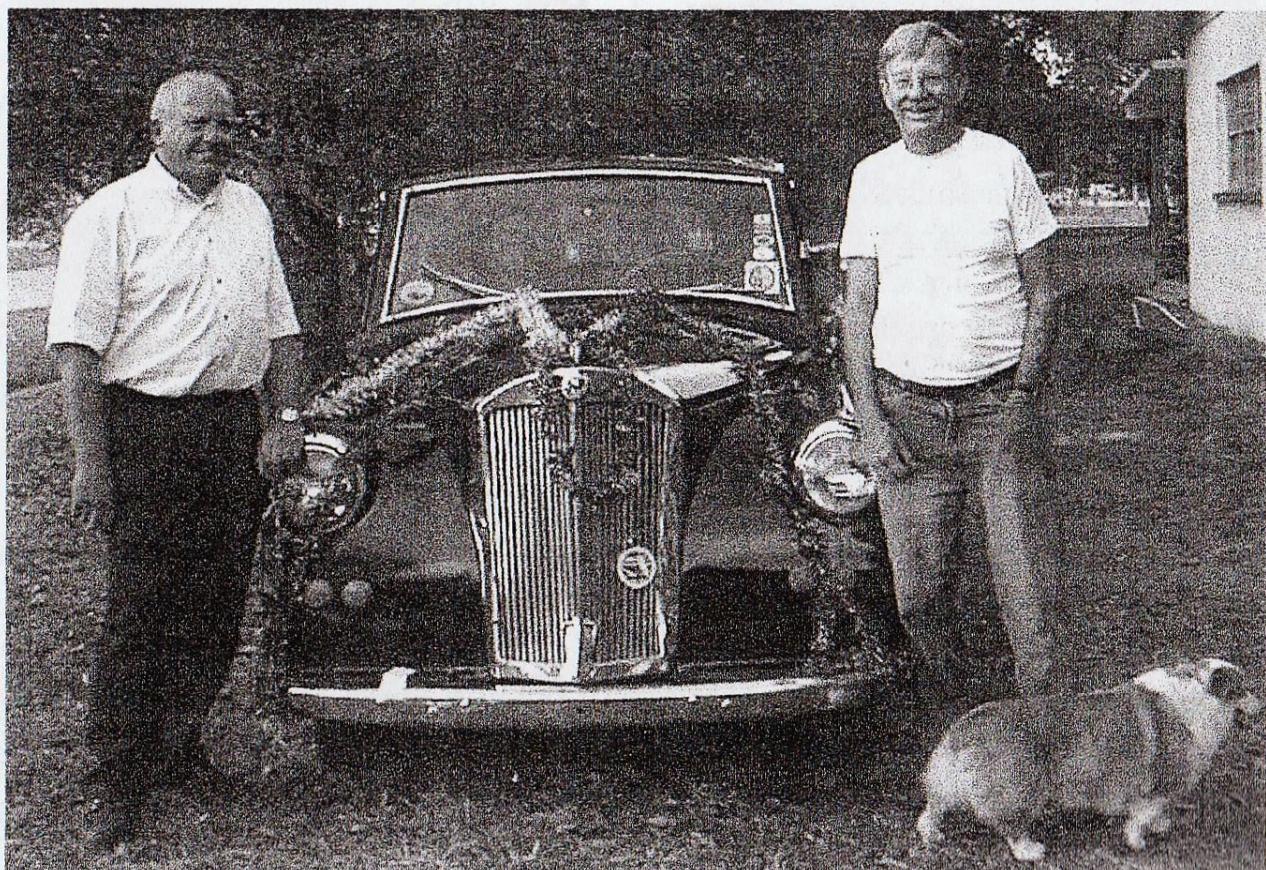
Sarasota Christmas Parade

Dear Me,

On returning home from holiday I searched through the mail hoping to find lots of letters to the "editor" but alas none to be found so that's why I am writing to myself no other reason!

While away in Florida I phoned Jim and Cath Harney who live in Sarasota (about 40 minutes from where we were staying) and during the conversation he invited Joan and myself to join them and their Mayflower in the Sarasota Christmas Parade on December 6, which we gladly accepted.

We arrived at their house at about 4.30 and Jim and Cathy made us very welcome, after drinks and a chat I was taken on a tour of Jim's Triumphs: a TR4, TR6, Spitfire and of course the Mayflower. He also has a TR3 which unfortunately was in for bodywork repairs after a confrontation with a much younger car.



Myself with Jim, his Flower and dog Lucy



The Jupiter and the Nash Metropolitan suitably decorated

We left their house around 6.00 pm to head for the assembly area which was in Main Street, Sarasota. Parade marshals were frantically trying to organise all the different entries. There were over 100 floats and displays from horses and lamas to massive trucks all decorated with Christmas lights, Santas, etc and playing Christmas carols.

Christmas lamas

Joan of course found the lamas more interesting than the cars! These animals are taken into hospitals and hospices for the patients to pet. They were very soft and gentle and she nearly traded Jim's car for one called Holly!

We were with the British Car Club of Sarasota and among the cars represented were: an Austin Healey; 1955 MG TF; 1983 De Lorean; 1952 Jowett Jupiter; 1978 Spitfire; 1976 Rolls-Royce (first owner one Max Bygraves); Nash Metropolitan; Jaguar 420G; and a Daimler Dart also all covered in Christmas lights etc.

The parade started at 7.00 pm but it was 7.45 before we moved off indicating the length of the procession.

It took about 30 minutes to cover the route through the streets of downtown Sarasota packed with many thousands of spectators waving flags and Christmas wands. The carnival atmosphere was great and we felt privileged to be part of it.

At the end we followed the rest of the British cars to arrive at Dennys where we were treated to burgers and coffee.

Many of the car owners were ex pats who now live in Florida. They have a thriving club that has many social functions nearly every weekend.

Joan had some photos of our Mayflower and the group were very interested to hear all about our club and of course *Flower Power*.

After saying farewell to Jim and Cath not forgetting Lucy the dog, we agreed this was certainly a

different way to spend an evening in Florida.

*Joan & John Gogay (262)
Wilmington, Kent*

Is anybody out there

G'day all,

Thought you may like this extract from an Australian restored cars mag from a few years ago titled Standard Postwar: "The elegant Triumph Mayflower was the current 'excitement machine', it came along in 1951 and it could have been sold in Australia for much longer than it was available from the UK (much the same happened in Britain, where the price of used models started to rise when all others were falling).

It wasn't really an exciting car but it was strong, devoid of tricks and long lasting. It had a lot of interior room relative to its overall dimensions.

In the "unlikely but true category" the firm made a utility version of the Mayflower, which provoked cries of horror from the UK motoring press.

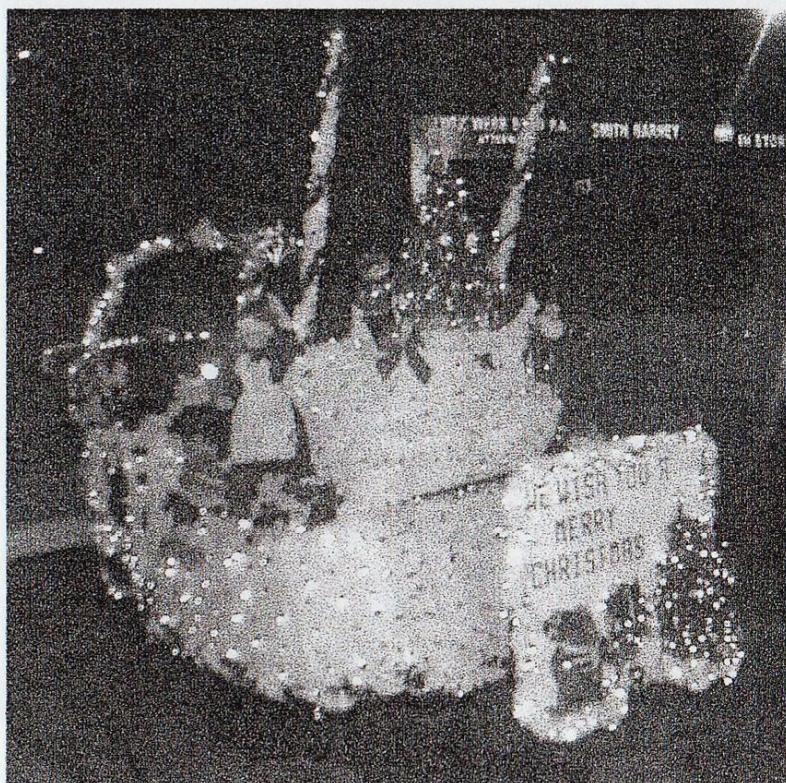
For a time, one of them was kitted out as the works fire engine.

Price

The Mayflowers price was a bit odd to start with at introduction on March 6, A£779; July 2, A£799; July 26, A£824; October 1, A£789.

All Australian members why not check out mayflowerdownunder@yahoo.

*triumph_mayflower
@eGroups.com*



*A Harley Davidson
motor-cycledecorated for the
Sarasota Christmas Parade*

An article from the Vancouver Sun
of May 31 2002

Triumph Mayflower — a pilgrim of a car except in cold weather

Two readers have written about their memories of a car many of us have never heard of

I saw my first car, a Triumph Mayflower, leaning against a shed in Edmonton in 1965. It looked sort of like a miniature Rolls Royce with the name supposedly chosen to appeal to the many North Americans who were descendants of the Pilgrims.

After negotiating with the owner off and on for several weeks, I finally got a 10 per cent price reduction and \$45 later I was the proud owner of a black 1950 model, one of only two in Alberta, the other being located at an auto wreckers.

With a 1277 cc four-cylinder engine developing 38 bhp at 4200 rpm I could theoretically cruise at a maximum 60 mph flat out.

Unfortunately the car wasn't drivable, so I had it towed to my back yard where I soon learned that virtually nothing worked.

I was young, enthusiastic and foolish and looked on this as a challenge and also a chance to teach myself car mechanics. A year or so later I was considerably wiser and poorer but I finally got the car operating just in time to take me to first year university.

School and winter started in September in Edmonton and I soon determined that when it got cold the heater was barely capable of clearing a three-inch circle on the windshield, which made it kind of hard to drive. I fixed this by installing a bus heater that warmed the car quite nicely at least into early December.

Lacking any sort of a plug-in, once the temperature reached zero (0° F) I had to come out between classes and run the engine for a few minutes or it wouldn't start at the end of the day.

Once I didn't make it out in time and the car froze up solid. After five days of subzero temperatures I had to have it towed to a garage to thaw out.

The first attempt ripped the front bumper off the car, so they tied the chain around the frame and dragged it with the tyres skidding the entire three blocks to the garage.

The mechanics were convinced that the problem was with the choke, which was an ingenious little assembly composed of various springs and ball bearings which all

came flying apart when they opened it.

We were never able to find all of the parts, but they bolted together what they could and gave me the rest in a tobacco can. Actually the car ran a little better afterward.

My Mayflower was much more reliable in warm weather except for one quirk. It seemed it didn't like one of my girlfriends and most times she was in the car it would only start if I crawled underneath and fiddled with the wires on the starter solenoid. For some reason it never did this with anyone else.

After two years I finally sold it to a grad student in English who sent a cute picture of the car with balloons tied all over it as he set off on his honeymoon to Jasper — I never heard if they made it back to Edmonton.

Trevor Peach

* * *

My wife and I arrived in Vancouver in 1954, having emigrated from the Isle of Man. By the spring of 1955 we were able to

buy first-ever car, a used 1953 Triumph Mayflower.

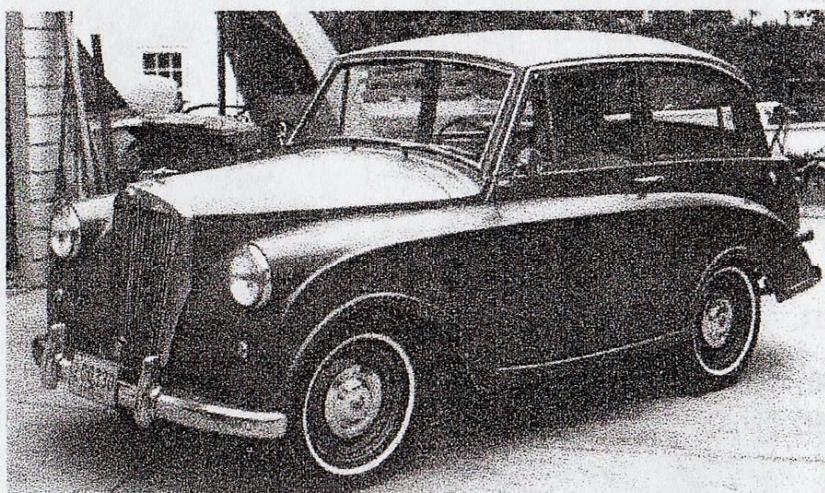
It had a small 1.3 litre four-cylinder engine and a three-speed standard transmission with a then domestic style shifter pattern on the steering column. It also had a crank starting handle in case the Lucas electrics failed.

The Mayflower was a sturdy little car and we travelled throughout Washington, Idaho, Montana, Alberta and British Columbia on our first vacation in the summer of 1955.

The highway from Golden to Revelstoke gave us our worst driving moments, as it was a gravel road all of the way. The rocks thrown up underneath the car parted our exhaust system from the manifold and we arrived home in Vancouver sounding like a noisy racing car.

We traded the Mayflower on an Austin A40 at the end of the 1950s at Fred Deeley's on Broadway. I would be interested to hear from anyone who owned it afterwards.

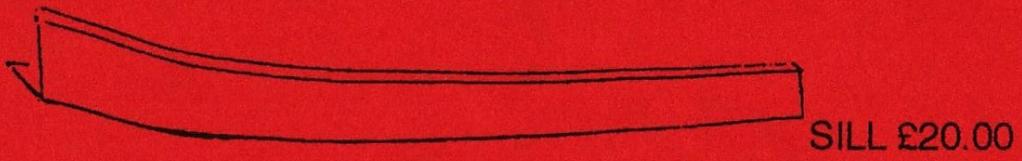
Bill Cannell, South Surrey



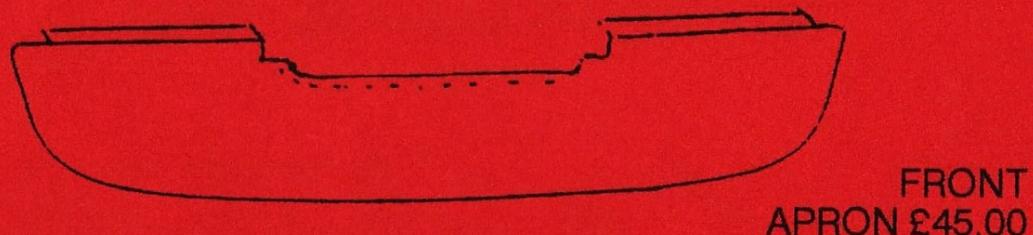
Marvin Sannes'
nice looking
Mayflower from
Salem, Oregon,
USA

Classic Car Sills

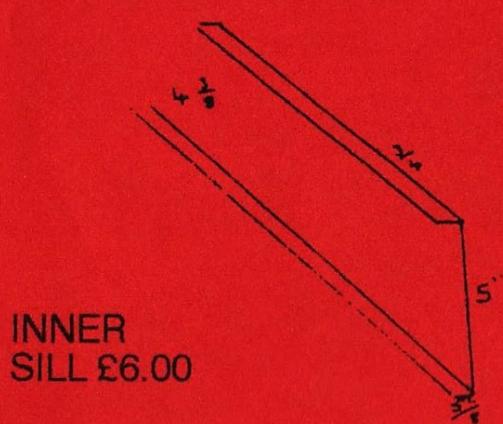
Parts for the Triumph Mayflower



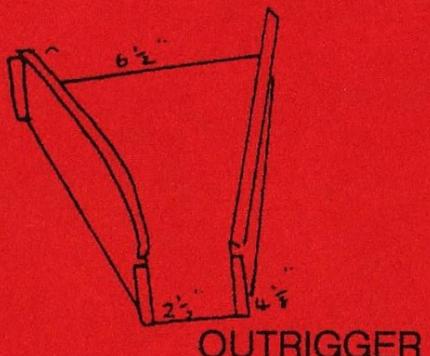
SILL £20.00



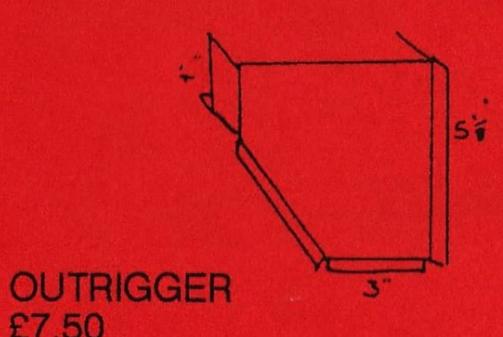
FRONT
APRON £45.00



INNER
SILL £6.00



OUTRIGGER
£7.50



OUTRIGGER
£7.50



REAR SPRING
CHASSIS
£7.50

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*A Very Merry
Christmas
and a Happy
New Year*

*from all the
Club Committee*